

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
Our Ref:	ET/DC/MM/P/2021/0111	FAO:	Matthew Phillips
		Your Ref:	P/2021/0111
Date:	14 th May 2021		

Land to the North and South of Lane Farm, Rossett Road, Trevalyn, Rossett LL12 ODS. Discharge of Conditions 6,7,8,9,10,14,15 of P/2018/0560

Further to your consultation dated 02/03/2021 in respect of the above, I comment as follows:-

Condition 8: Development shall not commence on the land to the north of Rossett Road until a scheme detailing the following has been submitted to and approved in writing by the Local Planning Authority:

- 1) Speed limit amendments along Rossett Road;
- 2) Pedestrian footway links to Holt Road, Darland View, Trevalyn Hall View and Darland High School;
- 3) Provision of a pedestrian footway along the south side of Holt Road;
- 4) Bus stop provision; and
- 5) Street lighting along the Rossett Road frontage of the site.

Condition 9: Development shall not commence on the land to the south of Rossett Road until a scheme detailing the following has been submitted to and approved in writing by the Local Planning Authority:

- 1) Speed limit amendments along Rossett Road;
- 2) Pedestrian footway links to Holt Road and Trevalyn Way,
- 3) Provision of a pedestrian footway along the south side of Holt Road
- 4) Bus stop provision; and
- 5) Street lighting along the Rossett Road frontage of the site.

Condition 10: No development shall commence in a phase until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority in respect of that particular phase of development. The approved statement shall be adhered to throughout the construction period. The statement shall provide for:

- 1) the parking of vehicles of site operatives and visitors;
- 2) loading and unloading of plant and materials;
- 3) storage of plant and materials used in constructing the development;
- 4) an earthwork balance in respect of materials arising from excavations carried out on site, including measures to ensure those materials are re-used on-site; and
- 5) hours of working.

Condition 14: No dwellings in a phase shall be occupied until a Final Travel Plan for that phase has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan(s) shall include measures to encourage occupiers of the development to walk, cycle and to use local facilities and public transport.

Speed Limit Amendments

The General Arrangement plan shows the relocation of the existing back-to-back speed limit signs and markings to a suggested new location to the east of the site frontage. This is an acceptable like-

for-like change. This is agreed to be a suitable location. The refuge island and road markings at the existing speed limit change are to be removed.

Pedestrian Footways

A 3m footway is provided along the site frontages on both sides of Rossett Road, set back from the road. On the southern side this connects to footway adjacent to the road, which is mostly 2m wide but reduces to a minimum width of 1.8m in places. It extends as far as the proposed zebra crossing. On the northern side it ties into the footway on Trevalynn Hall View

A new 3m footway is proposed to link the Northern part of the development to Darland View. A 3m footway is proposed to the rear of Darland School, tying into the existing footway within the school site. The plan states that the footway is subject to agreement with the school and "landowners permission to be granted". I would recommend that sight of this agreement should be provided to ensure this condition can be complied with.

Two pedestrian access points are proposed towards the southern end of Trevalyn Way, with short sections of footway provided to link them to uncontrolled crossings. This will enable people to cross to the existing footway on the western side of Trevalyn Way.

A pedestrian link is also provided to Harwoods Lane to the south of the site, although it does not provide additional dedicated pedestrian footways on this narrow lane.

A drawing has been provided showing a footway on the southern side of Holt Road, completing a missing link between the existing footway on the northern site and the existing footway on the southern side. At its narrowest the proposed path reduces to 0.71m, which is necessary given the constrained space, but for the greater part it is 1.5m - 1.6m wide. Whilst this footpath is not in line with best practice requirements for its entirety, it does represent a significant improvement in pedestrian safety, and represents the only feasible approach given the constraints of the road. An uncontrolled crossing point is provided at the eastern end of the new footway to connect it with the footway on the northern side and the plan demonstrates 25m visibility splays from the crossing. As the proposed crossing is located on a very narrow section of footway on the northern side, it is likely that people requiring a dropped kerb would use the adjacent driveway instead. It may be more appropriate to position the crossing to discourage use of the driveway at the widest part of the footway.

The proposed zebra crossing is appropriately located and the drawing demonstrated visibility splays of 22m. The uncontrolled crossing between the access junctions for the northern and southern parts of the site will improve connectivity between the two parts of the site.

Bus Stop

A 15m x 3m bus stop is provided in a suitable location on Rossett Road westbound. No eastbound bus stop is provided. Rossett Road does not appear to be on an existing bus route. It is suggested that the suitability of this single direction stop is confirmed with Wrexham County Borough Councils Public Transport Officer.

Street Lighting

The submitted plans do not show street lighting on Rossett Road.

Construction Method Statement

The Construction Method Statement submitted will help to minimise the impact on the highway network. The Statement does not specify which route would be taken to access the site, but this is assumed to be via the B5102 and B5445 from the A483 Junction 7. The measures to manage construction traffic are welcomed, including the provision of a 12m space between the highway and site entrance to allow a vehicle to wait off the highway. Segregation of pedestrians from vehicles, on-site parking and arrangements for delivery vehicles to avoid peak traffic hours whenever practical have also been encouraged.

Travel Plan

A residential travel plan has been submitted. It reviews the distances to local amenities, confirming that there are reasonable opportunities for active travel locally and bus use to access the towns of Wrexham and Chester. The plan identifies a number of travel plan measures, mostly involving provision of information on travel options and includes the appointment of a Travel Plan Coordinator to ensure that the measures are implemented. A travel survey is proposed to allow monitoring of the success of the plan. Targets are to be informed by the travel survey.

Conclusion

Condition 8: This condition has been partially met.

The speed limit amendments are appropriate. The pedestrian links required by the condition have been provided, although I question the location of the proposed uncontrolled crossing linking the new footway on the southern side of Holt Road to the existing footway on the northern side. A satisfactory bus stop has been provided, although this is eastbound only. Street lighting on Rossett Road is not shown on the plans provided.

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Condition 10: The highways and traffic aspects of the Construction Method Statement are acceptable.

Condition 14: The Travel Plan is currently fairly generic, but acceptable.

It does identify a number of appropriate measures to encourage use of more sustainable modes. Site specific targets should be developed once a Travel Plan Coordinator is in post.

A handwritten signature in black ink, appearing to be 'R. Owen', written on a light blue background.

Chief Officer, Environment & Technical